

UNKNOWN ALLOYS REVEALED IN ANCIENT PALM LEAF MANUSCRIPTS

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Until the printing press came into use throughout the world, each culture had its own way of conserving the knowledge passed on from one generation to another. In India, the most common method was to write on palm leaves. This method was used for communicating diverse subjects pertaining to all the different branches of wisdom.

In recent years, a highly qualified minority of Hindu researchers has been dedicated

to finding, gathering and translating ancient texts. One of these researchers, the writer and Sanskrit scholar Subramanyam Iyer, has spent many years of his life deciphering old collections of palm leaves found in the villages of his native Karnataka in southern India. Several years ago, he discovered some old texts which described different alloys (with properties unknown to modern science) and their application in the building of fuselages of Vedic *vimana* aircraft.

Thinking about the possible application of these formulas in the modern aeronautics industry, S. Iyer wrote to C.S.R. Prabhu, the Technical Director of National Informatics Centre, the Indian Government

department dedicated to translating ancient texts and searching for applications of the technologies recorded in them. In his reply in May 1991, Prabhu informed Iyer that he had started a study of several Shastras (Vedic science texts) recorded on palm leaves and had already managed to prepare some of the materials described. They were metal alloys with very promising properties applicable to modern science and technology.

Hence, already by 1991, samples of these alloys were being tested and exhibited, and access to them was authorised for anybody interested in them. According to the initial results, it seemed that most of the materials were unknown, but, given their unique properties, they could have applications in aeronautics, aerospace

technology and defence.

In September 1992, a national Indian newspaper published an article confirming that ancient texts written in Sanskrit had been found the year before in a village in Karnataka, and that, on translation, they were discovered to be a complete compendium of formulas for manufacturing super-alloys, with properties unknown in modern times.

The article quoted C.S.R. Prabhu, of the National Informatics Centre, who stated that he had prepared five different alloys described in the texts and was currently working on others. Each alloy had unique characteristics, with definite applications in modern metallurgy. According to Prabhu, more was needed than a mere translation in order to understand the texts: they had to be deciphered.

Part of the language used pre-dated classical Sanskrit, but, as many of these words were to be found in Ayurvedic texts, it was possible to complete the interpretation. Prabhu assured that, up until then, texts of this class had not been found in any part of India, and, in fact, the information they contained came from a rich oral tradition, possibly extending over thousands of years, before being recorded on palm leaves.

Impossible Alloys

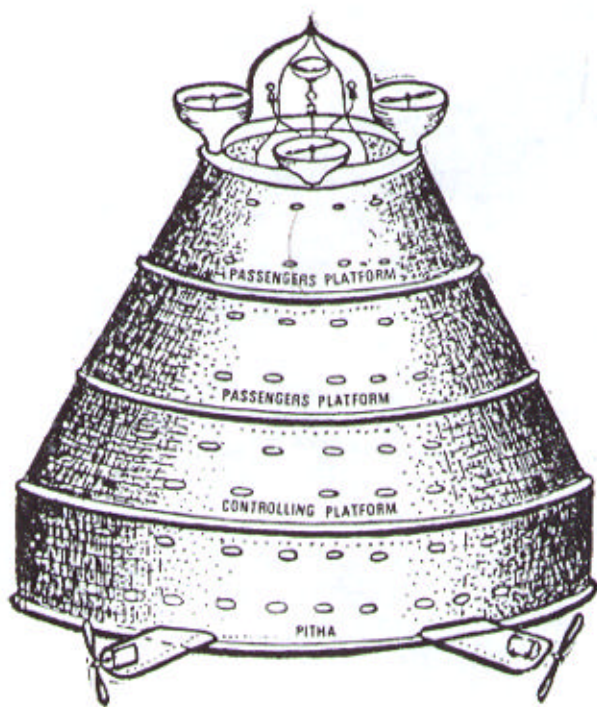
The article went on to say that at a recent congress in India, C.S.R. Prabhu gave a paper on these alloys, claiming that samples prepared according to the formulas described have the same properties as those stated, and that they were being tested not only in India but also abroad. For example, the University of San Jose (California) was performing tests with several products.

Among these materials, *tamogarbha loha*, a lead alloy, absorbed up to 85 per cent of the light generated by a ruby laser. *Pancha loha*, an alloy of copper with lead and zinc, showed great malleability and an enormous corrosion resistance to salt water—a property not observed until now with any alloy containing copper, but having an obvious use in the construction of ships' hulls.

Araara tamra, another anticorrosive alloy, was brittle and very light. *Chapala*

RUKMA VIMANA

— PROFILE —



A 1923 drawing of a *vimana*, by T. K. Ellappa of Bangalore, India, prepared under instruction from Pandit Subbaraya Sastry of Anckal, Bangalore. Note that propellers were not mentioned in the original texts: they were placed there by scholars who assumed they should be somewhere. (Source: *Vimana Aircraft of Ancient India & Atlantis*, 1991)

grahaka was found to be a high-quality ceramic material which, with slight modifications, produced a very soft, acid- and base-resistant glass.

So far, according to the article, processes had been deciphered to make another 14 products, two of which seemed to be very promising: *bhandhira loha*, a soundproof alloy, and *vidyut darpana*, a glass capable of neutralising lighting.

C.S.R. Prabhu mentioned that the texts also describe the sections of mines in different places and the kinds of minerals that could be found at distinct levels, as well as extraction and purification methods.

Apparently, some of these texts were written by Maharshi Bharadwaja, and indicate that knowledge regarding high technology was indeed possessed by the ancient sages of India but was lost over the ages.

When I received a copy of this 1992 article, I immediately wrote to C.S.R. Prabhu, asking him to confirm its contents.

His reply was adamant, and he informed me that at present he was trying to prepare a glass capable of absorbing solar heat, and an alloy used in the fuselages of *vimana* aircraft for absorbing the excess heat produced by air friction at high speeds.

According to Prabhu, he and some of his colleagues intend creating a research institute to manufacture the different alloys mentioned in the *Vymanika Sastra*.

They also plan to decipher the palm leaf manuscripts relating to another Shastra, the *Amsu Bodhini*, which, according to an anonymous text of 1931, contains information about the planets; the different kinds of light, heat, colour, and electromagnetic fields; the methods used to construct machines capable of attracting solar rays and, in turn, of analysing and separating their energy components; the possibility of conversing with people in remote places and sending messages by cable; and the manufacture of machines to transport people to other planets.

All this seems to confirm that the discoveries of modern technology have already been achieved.

Somewhere, some place, such knowledge has been recorded. It is up to us to find it—instead of claiming that no other civilisation has ever reached our level of superiority.

(This article was first published in Mas Alla de la Ciencia [Monograph no. 17, June 1996], the Spanish journal dedicated to ancient technologies.)

SUPPRESSED ENERGY DEVICES by Byron S. Wine III

I want to relate to you some facts concerning various suppressed energy devices and the difficulty in bringing this information to the public.

Shell Oil's Predictions

Some folks at Shell Oil Co. wrote *Fuel Economy of the Gasoline Engine* (ISBN 0-470-99132-1); it was published by John Wiley & Sons, New York, in 1977.

1) On page 42, Shell Oil quotes the president of General Motors who, in 1929, predicted 80 miles per gallon (mpg) by 1939.

2) Between pages 221 and 223, Shell writes of its achievements: 49.73 mpg around 1939; 149.95 mpg with a 1947 Studebaker in 1949; 244.35 mpg with a 1959 Fiat 600 in 1968; 376.59 mpg with a 1959 Opel in 1973.

The Pogue Carburettor

In the book, *Secrets of the 200-mpg Carburetor*, by Allan Wallace (from Premier Distributing, 1775 Broadway, NY, NY, 10019, USA), page 18 has photocopies of three 1936 tests by the Ford Motor Co. (Canada) of the Pogue carburettor (US Patent #2,026,798). The worst-case test achieved about 171 mpg (US).

Tom Ogle and the "Oglemobile"

Argosy magazine, August 1977, published a five-page article about Tom Ogle and the media-witnessed test of the

"Oglemobile". On that test run, Tom Ogle achieved more than 100 mpg in a 4,600-pound 1970 Ford Galaxie.

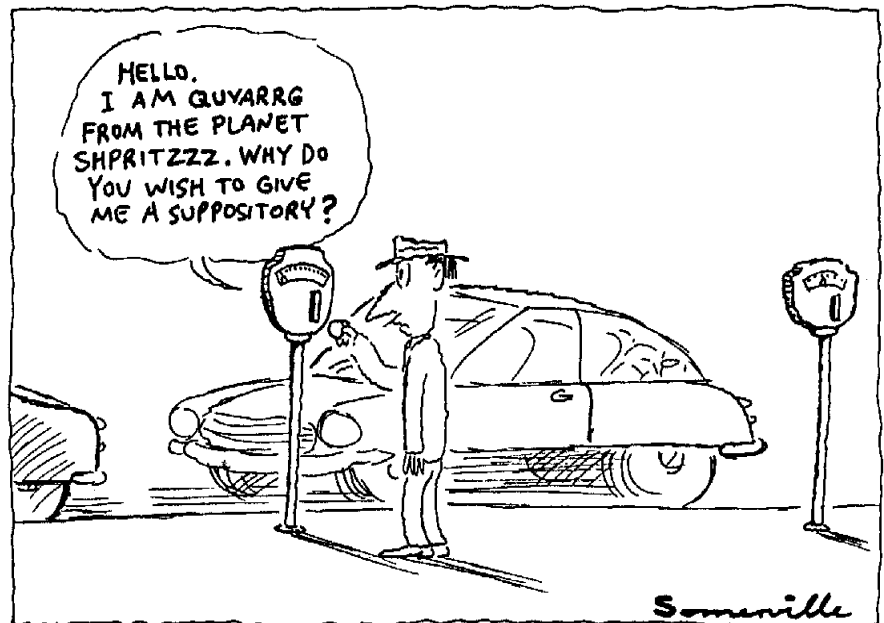
The Ogle US Patent #4,177,779 contains this statement: "I have been able to obtain extremely high gas mileages with the system of the present invention installed on a V-8 engine of a conventional 1971 American-made automobile. In fact, mileage rates in excess of one hundred miles per gallon have been achieved with the present invention."

According to the *Argosy* article, a Shell Oil Co. representative asked Ogle what he would do if someone offered him \$25 million for the system. Ogle responded, "I would not be interested." He later said, "I've always wanted to be rich, and I suspect I will be when this system gets into distribution. But I'm not going to have my system bought up and put on the shelf. I'm going to see this thing through—that I promise."

According to an article in the *Washington Post Parade* magazine (4 March 1984), Tom Ogle died of a drug-and-alcohol overdose in 1981.

Other articles concerning Tom Ogle can be found in the *El Paso Journal* (16 January 1980) and also the *Hamilton Spectator* (24 June 1978).

The Oglemobile, in simplification, ran on fumes extracted from a heated tank in the trunk (see the Ogle's patent). A very simple method of extracting gasoline fumes is described in the book, *Gas Engine Construction*. Originally published in



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1900, this book was reprinted by Lindsay in 1986 (ISBN 0-917914-46-5).

Patents for Vaporising Gasoline

Many US patents have been granted for vaporising gasoline: NASA Patent #3,640,256; General Electric Co. Patent #3,926,150; Robinson Patent #4,003,969; Harpman Patent #4,023,538; Butler Patent #4,068,636; Totten Patent #4,106,457.

Don Novak

During the mid-1970s, physicist Don Novak travelled all over the US lecturing and teaching in his seminars how to achieve 100 mpg. He also testified, on 15 October 1979, before a Wichita, Kansas, Congressional Committee on "Reinventing the Automobile". [Comment: I have known Don for many years. Once, in the late '70s, he brought to my home two carburettors: one got more than 200 mpg and the other more than 100 mpg. I contacted a local politician who lives in my town and was on the Virginia Energy Subcommittee. I tried to have this politician meet Don and see the carburettors. The politician was not interested.]

Diesel Miles Per Gallon

In the London *Daily Telegraph* of 20 October 1983, on page 9 there is an advertisement for a production Peugeot Diesel that achieves 52.3 mpg in urban driving. In the *Washington Post* of 19 September 1983, on page 37 is the 1983 US EPA fuel economy list of various vehicles. The US model Peugeot Diesel gets between 22 and 27 mpg. The *Washington Times* of 9 August 1991 published an article, "Gas-saving engines hit streets in fall". This article is about two engines, the Mitsubishi MVV, and the Honda VTEC-E. According to the company spokesmen, the Mitsubishi will get up to 50 mpg; the Honda, up to 88 mpg.

US Government Fuel Study

The US Government supported a study (Grant No. DTNH22-91-Z-06014) of automobile fuel economy by the National Academy of Sciences. This study, *Automotive Fuel Economy: How Far*

Should We Go? (ISBN 0-309-04530-4), was used by the staff of Congressman George Allen to refute documentation proving that an automobile had exceeded 376 mpg. Nowhere in this 'fuel economy study' is there any reference to the work of Shell Oil Co. or any other reference that could refute the conclusion of this report. The report, published in April 1992, concluded that a sub-compact car might achieve between 39 and 44 mpg by model year 2006.

Government Aims for 80 Miles Per Gallon by 2002

An article titled "Automakers Move Toward New Generation of Greener Vehicles" was published in *Chemical & Engineering News* on 1 August 1994. This article is about "The Partnership for a New Generation of Vehicles"—a partnership between the US Government and the auto industry that has a goal of an 80-mpg automobile by 2002.

Has 200 Miles Per Gallon Already Been Achieved?

On the subject of hybrid Diesel/electric automobiles (a Diesel/electric locomotive uses the same principle), the *Manassas Journal Messenger* of 4 April 1981 has an article about an MG sports car converted by San Diego State University. The car gets 110 mpg. The Steven R. Reed Automobile Manufacturing Corp. of Newport Beach, California, issued a press release, dated 14 February 1983, announcing the 23 February 1983 showing of the 200-mpg, two-passenger, II Millennium Cruiser at the Ambassador Hotel. The press release also states that the company will file "...a major class-action lawsuit involving a considerable number of giant American corporations within the automotive and petroleum industries, plus numerous branches and agencies of the US Government responsible for regulating these companies."

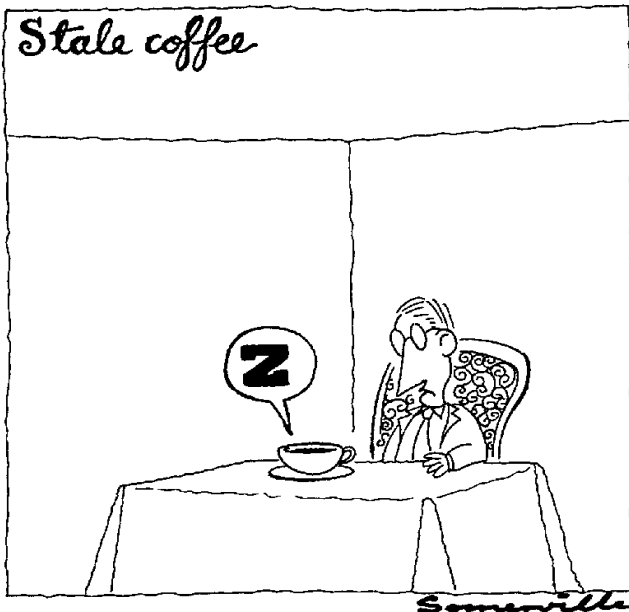
Vincent Carman

Mother Earth News, November/December 1977, has an article, "Can This Transmission Really Double Your Car's Mileage?". This article is about a Ford Granada modified by Vincent Carman of Portland, Oregon. In simplification, Mr Carman removed the transmission and drive shaft from the car and bolted an hydraulic motor to the differential. He then bolted an hydraulic pump to the engine to pressurise a storage tank. The storage tank is also pressurised when the car brakes or slows down. The article states that the US Post Office is interested in a whole fleet of vehicles using this principle. In 1990, after reading an article in *Federal Times*, I contacted Mr Robert St Francis, US Postal Service, who was searching for alternative fuels for use by the Post Office. Mr St Francis said that he had never heard of Mr Carman. I wrote two letters, 18 and 21 October 1990, to Mr St Francis concerning Mr Carman's vehicle, but I received no response.

Another article in *Mother Earth News*, March/April 1976 (or '78?), titled "This Car Travels 75 Miles on a Single Gallon of Gas", is about a project by the Minneapolis, Minnesota's Hennepin Vocational Technical Center that converted a Volkswagen to a system similar to that of Mr Carman. The idea for the conversion came from a 1920 magazine article. The car, with a Bradley GT body and a 16-horsepower Tecumseh engine (the original VW engine was too powerful), achieved more than 75 mpg at 70 mph.

More Suppression?

The *St Paul Pioneer News*, 22 August 1990, has an article about a group that 11 years previously modified a Dodge half-ton pickup furnished by a local dealer. This modified truck got more than 35



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mpg. Tests on this modification were stopped when a member of the group was told that he would receive a pair of cement boots if testing continued.

Hydrogen Fuel

There are many US and foreign patents for extracting hydrogen and oxygen gases from water for use as a fuel. Some of these patents are: 2 July 1935, Garrett, #2,006,675; 3 April 1945, Klein, #2,373,032; 25 February 1975, Chambrin, French Patent Request #7506619; 6 July 1976 (owner unknown by me), #3,967,589 (this is a patent for an electrical power generator that burns water); 1976, Horvath, #3,980,053 (This statement is on the Horvath patent: "This invention relates to internal combustion engines. More particularly it is concerned with a fuel supply apparatus by means of which an internal combustion engine can be run on a fuel comprised of hydrogen and oxygen gases generated on demand by electrolysis of water"); 28 June 1983, Meyer, #4,398,981 (Mr Meyer has at least eight other patents relating to hydrogen and oxygen gases extracted from water for fuel).

Popular Science, in about 1978-79, published an article, "Hydrogen bus could also heat its own garage". This article is about the work of Dr Helmut Buchner of Mercedes-Benz. He is quoted as saying: "We are ready now. We could save our city of Stuttgart over one million gallons of petroleum fuel a year by converting its fleet of 300 urban buses to run on hydrogen. Heating—and air conditioning—would be free spin-offs, consuming no extra energy."

Popular Science, in March 1978(?), published an article, "Hydrogen demonstrates fuel of the future", about the work of Dr Billings of Billings Energy Corp., Provo, Utah, and others. The article states that at home, all the appliances and vehicles can be run on hydrogen. Dr Billings converted a Cadillac Seville for dual fuel use. This Cadillac, burning hydrogen, was in President Carter's inaugural parade.

Sealed Reciprocating Engines

I visited the Patent Office years ago, when they still had the open

stacks of 'shoe boxes'. While there, I read the application files for the Papp patent, #3,6(?)704,944. Papp applied for a patent on his engine, and the Patent Office, after consultation with the old Atomic Energy Commission, refused to give him a patent because his device could not possibly work. Papp came back with test results, photographs and depositions from, I think, 16 people. Papp said that maybe the Patent Office didn't know how his device worked, but that they also didn't know how the atomic bomb worked and used it anyway. This statement is on his patent:

"2. To provide a two-cycle reciprocating engine which does not use fuel-intake valves or exhaust valves, does not require an air supply and does not emit gases.

"3. To provide a precharged engine of the character stated in item 2 capable of generating power for a period of from 2,000 to over 10,000 hours continuously or until mechanical breakdown without the addition of fuel injection of air or discharge of gases..."

Britt, 31 August 1976, has a patent, #3,977,191, for a similar sealed engine. In the patent application file, Britt accuses the Patent Office of deliberately delaying his application to give a major manufacturer time to file on top of him.

Permanent Magnet Motors

Howard Johnson was granted US Patent #4,151,431 for a motor that is powered only by permanent magnets. An interesting thing about the first page of this patent is that it contains the chart for a magnetic field VS electromechanical coupling. The chart is from US Patent #4,151,432, which has nothing to do with the Johnson patent.

Science and Mechanics, Spring 1980, published an article, "Amazing Magnet-

Powered Motor", about the Johnson patent. The article tells of his difficulties in having the device patented. The patent problem was solved when Johnson took working models of his device to the Patent Office.

Joseph Newman's Energy Machine

I've spoken with Joe Newman many times over several years. He has recently published the seventh edition of *The Energy Machine of Joseph Newman* (ISBN 0-9613855-7-7). (Available from Joseph Westly Newman, Route 1, Box 52, Lucedale, Mississippi, 39452, USA; phone (601) 947 7174.) Joe filed suit against the US Patent Office because it would not grant him a patent. According to Joe's book (pages 274-279), the Court appointed a Special Master, Mr William E. Schuyler, a former Commissioner of the US Patent Office, to advise the Court. His finding was that Mr Newman had invented a machine that had more output than input. The Court refused to accept the finding.

An End to Suppression?

I hope that this information will raise questions as to why we are so dependant on foreign oil. All our government has to do, to take more money from our pockets, is to create an energy crisis or raise the cost of energy. The only financial interest that I have in any of above devices is that of a concerned consumer who is tired of the deliberate lies and cover-ups.

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